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**A. S. WATSON & CO.,
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HONGKONG OFFICE: 10A, DES VOGES ROAD C.
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The Daily Press.

HONGKONG, NOVEMBER 27TH, 1914.

In the light of what has happened during the past 106 days of the War it is extremely interesting to read again the prognostications of German military writers like BERNARDI and FROBENIUS. Writing in the last chapter of his widely-read book on "Germany and the Next War," published just two years ago, General von BERNARDI says "whoever to-day can awaken the slumbering idealism of this great people (of Germany), and rouse the national enthusiasm by placing before its eyes a worthy and comprehensible ambition will be able to sweep this people on in united strength to the highest efforts and sacrifices, and will achieve a truly magnificent result." We have seen, indeed, the German people swept on in united strength to the highest efforts and sacrifices during the past three or four months, but what, we may ask, is the "worthy and comprehensible ambition" that has been placed before its eyes? According to Colonel FROBENIUS, "if ever a nation and a ruler have shown firm determination to remain the guardians of peace it is Germany and the Emperor WILLIAM II." This is by no means a new claim, for it has been frequently made by the Emperor himself and his statesmen, but is coming from one of Germany's military writers, whose book "The German Empire's Hour of Destiny" received the special blessing of the Crown Prince on its publication, the assertion is particularly worthy of consideration because, while it represents that Germany is best on all sides by enemies plotting to encompass her downfall, the whole tenor of the book is an appeal to the German nation to work for the destruction of Anglo-Saxon world-dominion and to build-up its own world-power out of the ruins. One brief sentence from his own book shows the hypocrisy of the claim to pacific intentions. We are accustomed to being told by German writers that Great Britain has been steadily preparing for war against Germany because the rapidly growing commerce of Germany threatened to undermine British world-influence, but Colonel FROBENIUS is frank enough to assert that "the commercial war

only became dangerous when Germany commenced to build war vessels for protection of her commerce, and eventually changed her ideas from what was originally intended to be only a coast defence force to a battle fleet which became a considerable factor of German war power." He is quite correct when he says that the political grounds of England's opposition primarily rest on fear of German sea power. We can see nothing "astonishing" in this, especially when we have regard to the writings of such men as Colonel FROBENIUS himself and the more renowned General von BERNARDI. The German Navy has been developed far beyond what Germany needs for "the purposes of defence." It is a great grievance that "with wonderful acuteness Britain has ever been successful in finding and, regardless of others, annexing in all parts of the ocean such spots as control the important routes," and that "she was clever enough to be able to frustrate every attempt of the German Empire to acquire points of support or, at any rate, coaling stations on the coasts of the seas of the world"; so that "Germany's mercantile marine and navy are obliged to rely for their coal supplies on the depots of other nations, and principally England." In addition to the fact that German ships have "to pay the prices asked for this hospitality" and that the advantage goes to the foreigner, says Colonel FROBENIUS, it becomes a serious question where Germany is to find anywhere on the globe, friendly nations who will be able to provide her ships with fuel in time of war. That is the point: German writers have always looked forward to a war—and a war of aggression at that. We would emphasize the fact that German commerce has suffered no disability from the fact that German ships have been obliged to rely mainly on British ports in the distant parts of the world for their coal supplies, nor has there been the slightest discrimination between British and German ships in the matter of "the prices asked for this hospitality." The British ports throughout the world have been as free to German shipping, trade and commerce as they have been to British shipping trade and commerce, and this, let it not be forgotten, has been a very important and a very obvious factor in the development of the German mercantile marine and overseas commerce. If Germany and the Emperor WILLIAM had been as keen to maintain peace as some German publicists aver, what need was there for such feverish haste to build up a huge Navy and by heavy sacrifices prepare in all respects for early war? Though the Emperor WILLIAM complained at the beginning of August that he had been "surprised" by his enemies, the progress of the war has revealed that Germany's preparations for war were in fact more perfect than those of any of her adversaries. Colonel FROBENIUS had predicted that the German Empire's "hour of destiny" would strike in 1915, but he warned his countrymen that the "invasion of a mighty horde such as has never been seen in Europe or on earth" might be expected any day. The "mighty horde" he had in mind was the French Army with British support. Colonel FROBENIUS may yet prove to be a true prophet. Many while a "mighty horde" from Germany has over-run Belgium—regardless of treaty obligations—and marched through rapine and murder almost to the gates of Paris, to be driven back again to Belgium by the armies they professed to regard with contempt. Colonel FROBENIUS may well reckon on the fulfilment of his prophecy in 1915, for while the German people are still "sweeping on in united strength to the highest efforts and sacrifices," it must be evident to them by this time that no "truly magnificent result" is likely to be achieved by them. The only result which is in view is the ruin of Germany.

Mr. Shelton Hooper, who underwent an operation for appendicitis three weeks ago, was able to leave the Peak Hospital yesterday.

Mr. F. A. Hazledar, who has acted as Puisne Judge during the absence of the Chief Justice, has resumed his seat as First Magistrate.

It is announced that the Hongkong Stockbrokers' Association will re-open on Monday for all transactions except in Shanghai stocks.

The Council General of the Society of St. Vincent de Paul beg to acknowledge with thanks the donation of \$10 from the Messageries Maritimes Cie. to the funds of the Society.

Among the passengers who arrived from Home by the P. and O. mail steamer yesterday were the Chief Justice, Sir William Rees Davies, K.C., Mr. and Mrs. J. Scott Harston, Dr. and Mrs. G. M. Harston, Mr. and Mrs. C. Montague Bde, Mr. T. L. Perkins and Mr. Denman Fuller.

The children taking part in the "Blue Bird" performances had a little surprise after the "Kingdom of the Future" scene at the matinee on Wednesday, when each child was presented with a packet of Nestlé's Chocolates as a small memento from the proprietors of these chocolate of the good work they are doing in assisting to swell the Prince of Wales' Fund by their taking part in the "Blue Bird" performances, and also as a memento of the pleasure they are giving to so many people by so doing.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE STRUGGLE IN FRANCE AND BELGIUM.

BRILLIANT BAYONET CHARGE BY ZOUAVES.

LONDON, November 18th.
5.25 p.m.To-day's Paris *communiqué* says—

The operations were the same as on the preceding days. There were numerous bombardments and isolated German attacks, all of which were repulsed. On the front from the North Sea to the Lys, there was considerable artillery activity, especially near Neuport and eastward and southward of Ypres.

Zouaves near Bixschote carried a wood after a brilliant bayonet charge. We had been fighting for the wood for three days.

The German offensive southward of Ypres was repulsed by infantry.

The British also maintained their front.

There is nothing to report from Arras to the Oise.

Our artillery at Craonne had the advantage several times.

The bombardment of Rheims has been continued.

There is nothing to report from Rheims to Argonne.

We retained the western part of Chauvencourt despite counter attacks, and in Alsace the Landwehr Battalions sent to the district of St. Marie-aux-Mines had to be withdrawn after losing half their effective strength.

LONDON, November 19th.
1.05 a.m.The evening official *communiqué* states:—

The day has been marked by a very violent and almost ceaseless cannonade on our Northern front.

The Germans blew up the western portion of Chauvencourt, in the St. Mihiel region, which they had previously mined.

Elsewhere nothing noteworthy has occurred.

[Official Telegram from the French Government through Peking.]

On the 17th inst. all the front from the sea to the Lys river, notably at Neuport, and near Ypres, was actively bombarded. The famous Zouaves carried brilliantly, at the point of the bayonet, near Bixschote, a wood which had been contested for three days. A German infantry attack south of Ypres was repulsed.

At several points in the Craonne district the French artillery had the advantage over the enemy's artillery.

The bombardment of Rheims was continued.

In spite of the counter-attacks of the Germans, French troops held the west part of Chauvencourt near St. Mihiel.

The Landwehr battalions in St. Marie-aux-Mines district had to be withdrawn to the rear, having sustained heavy losses—almost the greater part of their complement.

In Morocco the situation is of the best.

SEVERE ATTACK ON BRITISH.

A BRILLIANT RECOVERY AND COUNTER-ATTACK.

LONDON, November 18th.
5.10 p.m.

The Official Press Bureau states that the British Third Division were heavily attacked by artillery and infantry yesterday. The brunt fell on two battalions. These were shelled out of their trenches, but recovered brilliantly, and counter-attacked, driving the enemy back in disorder.

An attack was also made on the Second Division, the enemy being repulsed with heavy loss.

TWO BRITISH GENERALS KILLED.

LONDON, November 18th.

General FitzClarence, V.C., of the Irish Guards, and General Sir A. H. McMahon, K.C.I.E., C.S.I., of the Indian Army, have been killed in action.

[General FitzClarence, who received his V.C. in 1900 for an action in the South African campaign, was, at the outbreak of the war, Lieut.-Col. commanding the Irish Guards. He is the eldest son of Capt. the Hon. George FitzClarence, a son of the first Earl of Munster. In 1886 he married Violet, youngest daughter of the late Lord Alfred Spencer Churchill, a son of the Duke of Marlborough. The deceased entered the Royal Fusiliers in 1886, and became Captain in 1893. He transferred to the Irish Guards in 1900, and served in South Africa, 1898-1900, being twice wounded, mentioned in despatches, and also receiving the V.C.]

[General McMahon, who was appointed Foreign Secretary to the Government of India in 1911, first joined the 8th (The Kings) Regt., and eventually entered the Indian Staff Corps, joining the Sikhs Punjab Frontier Force. He performed many important commissions in India, and on the occasion of the last Royal visit was Master of Ceremonies.]

NAVAL ACTIVITY.

GERMAN FLEET BOMBARDS LIBAU.

LONDON, November 18th.

A telegram from Petrograd reports that the German Fleet bombarded Libau on Tuesday, causing outbreaks of fire in the city.

RUSSIANS BOMBARD TREBIZOND.

LONDON, November 18th.

The Russian Fleet has bombarded Trebizond (a seaport of Asia Minor on the Black Sea) and damaged a fort.

[THROUGH REUTER'S AGENCY.]

THE RUSSIAN ADVANCE.

AUSTRIANS FLEEING IN COMPLETE DISORDER.

RUSSIAN ADVANCE GUARDS RETIRING IN THE VISTULA-WARTIA REGION.

LONDON, November 18th.

A Petrograd message says that there has been sanguinary fighting north of Bukovina, where the Russians are progressing victoriously, the Austrians fleeing in complete disorder.

LONDON, November 19th.
1.55 a.m.

A dispatch from the Russian Headquarters states:—

Between the rivers Vistula and Warta our vanguards opposing the Germans, who took the offensive, are retiring in the direction of Bzowra.

The enemy succeeded in setting foot in the region of Lenedyna-Orloff, sending their vanguards towards Planetek.

In Eastern Prussia we continue to advance fighting towards the front Gumbinnen-Angernburg, which the enemy are defending.

Our troops on the front of the Mazurian Lakes have reached the enemy's entanglements, which they are forcing.

We attacked large enemy forces on the front Grzeszow-Cracow (Galicia) and routed detachments operating at Lodovitz.

We are occupying the passes of the Carpathians in Galicia.

AN AUSTRIAN DESPATCH.

LONDON, November 19th.
5.50 a.m.

An Austrian official despatch says the Austro-German armies in Russian Poland have forced the Russian main forces to battle.

THE LATE FIELD-MARSHAL LORD ROBERTS.

LONDON, November 18th.
3.10 p.m.

The funeral service for the late Field-Marshal Lord Roberts will be held at St. Paul's Cathedral at noon to-morrow. The remains will be taken from Folkestone to Ascot to-day, with military honours. The coffin will be accompanied by old comrades of the great soldier.

His Majesty the King will attend the funeral.

GREAT SUCCESS OF THE WAR LOAN.

ENORMOUS PUBLIC DEMAND.

LONDON, November 18th.
2.30 p.m.

The war Loan has been quoted at par to half per cent premium.

6.30 p.m.

The British War Loan is assured of success. There is an enormous demand by the public for participation, and there is every indication that the whole amount will be covered before the week-end.

JAPAN BREAKS OFF RELATIONS WITH THE PORTE.

LONDON, November 18th.
2.30 p.m.

Telegrams from Rome state that the Japanese Ambassador at Constantinople requested passports, and left to-day.

[FROM THE MANILA "CABLENEWS."]

AMERICAN TROOPS TO EVACUATE VERA CRUZ.

WASHINGTON, November 14th.

The War Department has ordered the evacuation of the city of Vera Cruz by the American forces on November 23rd. All available transports are to be sent to Vera Cruz to transport the troops back to the United States.

Brigadier General Funston, who has been in command of the American forces in Vera Cruz since its occupation has been promoted to Major General.

CARRANZA DECLARED TO BE A REBEL.

WASHINGTON, November 14th.

Ferdinando Gonzalez, former member of Victoriano Huerta's cabinet, has aligned himself with the Villa forces and has caused the arrest of General Urio Blanco, of the Mexican pacification committee appointed to compose the differences between Carranza and General Pancho Villa.

Eulalio Gutierrez, chosen provisional president over Venustiano Carranza by the Aguascalientes convention, has taken the oath of office and has declared that Carranza is a rebel.

The fighting between the Villa and Carranza forces is widespread and reports say that battles are taking place throughout Mexico.

THE ORIGIN OF THE WAR.

A Blue-book has been published by the Crown containing the correspondence and statements in Parliament relating to the origin of the war, together with an introductory narrative of events. The correspondence begins with a Foreign Office dispatch dated July 20th, 1914, and ends with the last dispatch of the British Ambassador at Vienna, dated September 1st. The statements in Parliament are those of Sir Edward Grey and Mr. Asquith—five in all. The Blue-book runs to 144 pages and has been issued at one penny. Mr. T. Fisher Unwin, the well-known London publisher, has the agency for the sale of the book in the United States of America, the Continent of Europe and other countries abroad.

THE NEW F.M.S. TIN DUTY.

The following is from the London Secretary of the Tronch Mines, Ltd.:—A meeting of the principal English tin mining companies operating in the Federated Malay States has been held in London at which the proposed enactment to impose a new duty of three per cent. on profits which has been published in the Federated Malay States Government *Gazette* of July 3rd, 1914, was considered, and a strong committee was appointed to draw up a protest against this new duty. The tin mining companies in the F.M.S. are paying somewhere about 12 or 13 per cent. on the gross value of production irrespective of whether the companies are working at a profit or loss, and the industry is therefore already highly taxed. It has not been shown that a diminution of the financial resources of the F.M.S. calls for further taxation, and before it is imposed, it behoves the Government first to make that point clear, and secondly to show that all other means of taxation are exhausted.

GERMAN BANK CLERK'S EMBEZZLEMENTS.

THREE YEARS' IMPRISONMENT.

Sentence has been passed, at the German Consular Court at Bangkok, on J.B. Otten, a clerk at the Chartered Bank, who was charged with embezzling by forgery sums amounting to Tls. 14,000. There were six charges of grave forgery (as it is translated) and one of simple forgery. On each of the former prisoner was sentenced to six months' imprisonment and on the latter to twelve months, making a combined penalty of three years. Prisoner, who decided not to appeal, has been in custody since August 22nd and this time will be included in the sentence.

It is reported at Manila that the salvage of the *Benloga*, ashore on Moyone Shoal, has been abandoned. All the cargo, with the exception of that in No. 1 and No. 2 holds, has been saved, and the insurance representatives have decided that the vessel does not warrant the expense necessary to float her.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

ROYALIST PROPAGANDA IN THE NORTH.

PEKING, November 19th.

Sun Yu Jen, a Manchou ex-official and scholar, has been arrested at Tientsin accused of propaganda to restore the Dynasty. He has been conveyed to Peking.

A sensational report that Japanese are participating in the Royalist movement is discredited.

A LOAN MYSTERY.

PEKING, November 19th.

It is reported that the Government has received from one or more of the Banks in the Quintuple Group £130,000.

WAR NEWS.

BOMBARDMENT OF PAPEITI.

EYE-WITNESS'S NARRATIVE: A MASS OF RUINS.

SYDNEY, October 15th.

An eye-witness of the bombardment of Papeiti, Tahiti, states that the attack left the island a mass of ruins. At 6 o'clock on the morning of September 22nd two big German warships arrived off Papeiti and at 10 o'clock or so later opened fire on the town. The French authorities destroyed 2,000 tons of coal. About 33 shells were fired in half-an-hour. Then there was a spell, the Germans apparently waiting for the white flag. But there was no white flag. The commander of the *Zeelee* ordered a fight to a finish. The guns at the fort could not reach beyond the reefs. Still, there was to be no surrender. An attempt was made to block the entrance, and in this endeavour the *Zeelee* was sunk by German gunfire. The vessel sank in deep water. Shells hit the *Wallure*, a German cargo boat, which was captured as a prize. The shells also set a portion of the town on fire. The wharfs, Custom House, public markets, Chinese co-operative stores, Paris Hotel, and another hotel alongside, were soon in ruins. Other parts of the town were devastated and no solid block of buildings remained standing. The fire raged fiercely for several days. After firing about 70 shells, the *Gneisenau* and *Scharnhorst* left. A Chinese and a Kanaka were killed.

RUSSIAN TURNING MOVEMENT.

IMPORTANT PHASE OF THE OPERATIONS.

(BY SUBMARINE TELEGRAPH.)

LONDON, November 12th.

Professor Pares, an English correspondent with the Russian headquarters, says the Germans in East Prussia are being slowly driven back by a double turning movement. The Russians have secured the northern frontier of Poland and firmly hold Plock, Lodz, Petrikau, Kielce, Sandomir and Jaraslav and other passages of the river San.

When the Germans were driven to the southwest from Warsaw, a famous Caucasian regiment forced a passage of the Vistula, near Ivangorod, under the fire of German heavy artillery. The advanced guard crossed the river in skiffs and ferry boats and held the ground under a devastating cross-fire, till pontoons were built. The theatre of the present operations is of crucial importance, as Austria and Germany here join hands, and serious reverses would compel them to retreat on diverging lines, or expose one or other of their capitals.

HOW THE "KOENIGSBERG" WAS CAUGHT.

LONDON, November 12th.

The Admiralty announces that after the whereabouts of the *Koenigsberg* were indicated by the attack on the *Pegasus* on September 18th, the Admiralty concentrated fast cruisers in East African waters, and a thorough and prolonged search was made, which resulted on October 30th in the *Chatham* discovering the *Koenigsberg* hiding in a shoal of water about six miles up the Rufiji river, opposite Mafia Island.

Owing to her great draft the *Chatham* was unable to reach the *Koenigsberg*, which is probably aground, except at high water.—*Reuter*.

ESPIONAGE IN ENGLAND.

GERMAN NAVAL OFFICER SHOT.

A German Naval Lieutenant, Lody, was sentenced by court-martial to be shot for espionage. The sentence was carried out at the Tower of London.

THE FIRST V. C.

MAGNIFICENT GALLANTRY AT LE CAUVEAU.

LONDON, November 19th.

The first Victoria Cross has been awarded to Sergeant Major White, of the Army Service Corps, for displaying magnificent gallantry at Le Cauveau. He was hit in both legs but rescued an officer. It was White who carried Lieut. Roberts from the fire zone at Colenso. He served for eleven years in India and re-enlisted for the war. He is the holder of five medals.

HUMOUR IN THE FIGHTING LINE.

"Old Von O'Clock—that's what we call von Kluck, partly because of his name, and partly because his troops nearly always attack us at that time of the night," says a wounded non-com. of the Devonshires.

SAVING THE LORRIES.

FINE WORK BY A.O.C.

There is no branch of the British army which has not distinguished itself in the operations in France. Much fine work has been accomplished by the Army Ordnance Corps, an instance of which is furnished by a recent incident.

Five motor-lorries, conveying ammunition, were cut off by Germans. The men in charge, in order to escape capture, made off across country after blowing up the ammunition. One, however, refused to leave, and remained hidden in a wood by the roadside. The Germans, finding the ammunition destroyed, went off.

The soldier who had stayed behind thereupon came out, and seeing that the wheels of the lorries were intact, managed to get one of the motors going. He hitched the other four behind, and slowly brought the convoy into the British camp.—*Reuter Special*.

DISCOVERY AT SABANG.

MYSTERIOUS WIRELESS OPERATOR.

We are led to understand, says the *Straits Echo*, that the operator at the Dutch Government Wireless Station at Sabang recently made his appearance at the office at an unusual hour, and was surprised to hear an operator in an unknown station at Sabang in touch with another wireless operator whose latitude and longitude were an unknown factor. He immediately laid information, and enquiries were instituted with the result that a wireless installation was found disguised in the rigging of one of the interned ships in the Harbour. It was immediately destroyed and the offender brought before the authorities. We have heard on what should be good authority that the Dutch Government have ordered the offender to be officially detained for a period of five years.

BRITISH NAVAL LOSSES IN THE WAR.

UNRELIABILITY OF GERMAN "NEWS."

The following announcement by the British Legation has been handed to *Reuter's* agent in Peking, dated November 13th:—

"In an *Ostasiatischer Lloyd* telegram, dated New York, November 9th, and published in China, purporting to give a comparative list of the losses suffered by the Allies' and German navies from the beginning of the war to November 1st, the following British ships were described as either sunk, severely damaged with loss of fighting power, or stranded: *Amethyst*, *Spider*, *Bullfinch*, *Elision*, *Venerable*, *Otranto*, *Rindia*, *Warrior*, *Rainbow* and *Bellerophon*. The accuracy of the *Ostasiatischer Lloyd* news may be gauged from the fact that His Majesty's Legation has received from the Foreign Office an authoritative statement issued by the British Admiralty, to the effect that one of the above mentioned ships has been disabled since the commencement of the war."

CABBAGES AND TIN CANS.

"RINGING UP" THE TRENCHES.

A correspondent in France, writing with reference to the fighting in the Centre last month, said:—

Some deserted German trenches were well enough made in places, roofed with wood, which was covered with earth, and the crack for observation and firing was in the form of a long slit. But on the whole the French consider their own trenches much superior. Both lines of trenches are ingeniously protected by barbed wire entanglements, which make it quite impossible to press home night attacks.

In such places where they have had time the Germans also mined the approaches heavily, but the mines have had curiously little result, thanks partly to the apparently unessential fact that the season is that of standing crops. As the Germans retire our men always, when possible, advance across some cabbage or beetroot field or over a standing crop. It is then easy to see whether the ground has been artificially disturbed. "But there is nothing like a cabbage field for safety," I quote a Cockney driver of a motor-lorry.

It was, I believe, another Cockney's idea which has been extensively adopted to tie any old tin or crockery to a long string, which is laid out at a certain distance in front of the lines. Directly it is touched it "rings us up," as one of the men said. It is not only the most elaborate precaution which is most effective. Cabbages and tin cans play their part.

"THE SILVER BULLET"

INDEMNITY THAT WILL RUIN GERMANY.

NEW YORK, October 8th.

American financiers firmly believe that the war will result in Germany being compelled to pay so large an indemnity that her international credit will be destroyed, at least temporarily.

For this reason the important international financial houses are attempting to bring about a complete settlement of the existing German credits here, and are even offering to compromise at a loss in order to end the matter, and save themselves greater losses in the future.

So persistent is the effort to end the German credits that the German exchange is now three points below the normal. This contrasts with the British sterling exchange, which is ten points above the normal.

Under ordinary circumstances German gold would be shipped from Germany here to restore the balance, but Germany has no gold available for shipping, and the war indemnity which financiers believe she must eventually be forced to pay will make it impossible for her to possess gold for export purposes for a long time to come.

Hence the scramble among the financial houses interested to take what they can get now. This is the first indication given on the money market here of the opinion held in the most important financial circles regarding the outcome of the war.

GERMANY DAY BY DAY.

WAKING UP TO FACTS.

Under these headings Mr. F. W. Wile, former Berlin Correspondent of *The Daily Mail*, author of "Men Around the Kaiser," wrote early last month:—

Evidence accumulates that the Germans are rubbing their eyes and waking up. Flamboyant prognostications of the imminence of glorious and sweeping victories in France are giving way to more or less coherent explanations why they have not yet come off. The *Berliner Tageblatt*, whose tribute to the "non-stop" qualities of Britain's "conquering little army" has already been recorded, is continuing the praise-worthy, though tedious, work of pulling the scales from German eyes. It now informs the country that hopes of progress in the west must be temporarily abandoned. The Kaiser and the General Staff are concentrating their attention on the east.

"Wait till Hindenburg has chased the main Russian army into the interior," exclaims Major Morant, the military expert of the *Tageblatt*, "and then good night to the rosy France-British dreams!" These dreams, methinks, were consigned to their nocturnal resting-places weeks ago. I wonder if the Germans' faith in expert promises is as unshakable as it used to be in the ante-Joffre, ante-French days?

This is the latest sleeping-powder administered to the restless Fatherland by the *Tageblatt*. The great battle of the rivers has reached its zenith. What will take place after our Army has begun its second (sic) march on Paris and reached the centre of the country, the efforts of France cannot avert. Deserted by the rest of the British auxiliary troops, the Republic will tear itself to pieces in civil war, and thus provide the guarantee for peace. We may and must have confidence in the victory of our arms in this decisive engagement. Supposing the Allies do turn our right flank and push us back to the Belgian frontier? What will have gained? Nothing but a success of time, which will be the beginning of the end of the France-British victory. The pivot of operations is the Verdun-Toul line. Its power of resistance is measurable only in days. With every advance of our Allied forces against the Belgian frontier they separate themselves more and more from Paris. Ever longer will their line of retreat grow; a retreat which they must commence the moment our Lorraine Army begins to sweep unhindered against the west.

"What is to interfere with this strategic result? British recruits without officers? The rattling bones of the Indian auxiliary troops? The Russian armies, now retreating to the Vistula instead of marching on Vienna and Berlin? Let us at home merely be as self-sacrificing and firm as our heroes on the firing-line, send out ever new masses in the same confidence we had at the beginning, and we shall compel victory!"

Every day those of us who have lived in Germany are asked how long the Kaiser's dupes, especially the malcontent section of the population represented by the Socialist vote—a full third of the electorate—will bear the woes of indecisive war. Evidence emanating from the one of all others qualified to speak has just been repeated. It is a statement attributed to the late Socialist generalist, Herr Bebel. He said:—

"When Germany goes to war there will be whole armies of our adherents in the fighting ranks. As long as all goes well and victory crowns our banners they can do little but let themselves be swept along on the triumphant flood. But once let the impression take root that Hohenzollern prestige has lost its magic—once let the War Lord's pride be greatly humbled by a genuine disaster to his arms—then prepare for a miracle!"

PENANG AND CHINESE VOLUNTEERS.

IN THE COURSE OF THE DEBATE ON THE SUPPLY BILL IN THE LEGISLATIVE COUNCIL OF THE STRAITS SETTLEMENTS, THE HON. MR. YOUNG, ONE OF THE PENANG REPRESENTATIVES, REFERRED WITH REGRET TO THE ABSENCE OF A VOTE WHICH WOULD ENABLE CHINESE VOLUNTEERS TO BE FORMED IN PENANG. HE UNDERSTOOD THE MATTER HAD BEEN BEFORE GOVERNMENT AND THE DECISION ON THE SUBJECT WAS NOT FAVOURABLE. IN PENANG THEY HAD A LARGE NUMBER OF YOUNG STRAITS-BORN CHINESE OF GOOD PHYSIQUE, EDUCATED UNDER THE ENGLISH SYSTEM, THEY HAD BEEN TAUGHT SPORTS AND INSTRUCTED IN CADET WORK, BUT AT THE END OF THEIR SCHOOL PERIOD THEY WERE MORE OR LESS AT A LOOSE END. THEY WERE YOUNG, HEALTHY AND LOYAL SUBJECTS AND IT WOULD AFFORD THEM AND OTHER CHINESE IN PENANG THE GREATEST PLEASURE IF THE GOVERNMENT COULD SEE ITS WAY TO PERMIT THEM TO BE FORMED INTO A COMPANY OF PENANG VOLUNTEERS. HE THOUGHT THE BENEFITS ESPECIALLY AT A TIME LIKE THE PRESENT WOULD BE GREAT AND WOULD GIVE THE RISING POPULATION A FULLER APPRECIATION OF THEIR DUTIES AND PRIVILEGES.

Mr. Adams said that he fully supported the previous speaker on the subject of Chinese Volunteers in Penang.

Mr. Tan Jiah Kim said that as the Chinese representative on the Council, he entirely supported the argument of the non-combatants respecting the formation of a Chinese volunteer company at Penang. He thought it was only fair that the Government should provide money to equip such a company. They all knew very well that Penang had no military defence, and they never expected that it would have to meet a foreign enemy. (Laughter.) Yet the volunteers would be very useful in keeping order in Penang, and it would be a means of giving exercise and training to young men. Those young men were British subjects and sons of the soil, and he hoped that the Government would not grudge to spend the money required.

H.E. the Governor, being pressed for a reply to these observations, said the question had been taken into consideration during the last twelve months, and it had not been considered desirable at that time to start a unit of Chinese volunteers at Penang. He was quite prepared now to consider the question with the General Officer Commanding.

THE CASE OF THE "HANAMETAL."

WAS SHE A SPY SHIP?

The case of the str. *Hanametal*, J. T. Hannig, master, which was captured by H.M.S. *Triumph*, and conveyed from Weihaiwei to Hongkong by the *Due de Montpensier's* yacht *Mekong*, came before the Chief Justice (Mr. H. H. J. Gompertz), sitting in Prize, yesterday. There were two claims for the vessel: one by the owner, William Katz, who claims to be an American subject, and another by the Yangtze Insurance Company, the mortgagees.

Mr. Eldon Potter, instructed by Mr. Shenton (of Messrs. Deacon, Looker, Deacon & Harston), represented the claimants, and the Hon. Attorney-General (Mr. J. H. Kemp) appeared on behalf of the Crown.

The master of the steamer, Hans Joseph Theodore Hannig, said he took over the *Hanametal* on August 3rd, and this was entered up in the Chief Officer's log-book. The entry was made before the ship was captured; it was first made in his pocket-notebook. The notebook was not an official one, and he was unable to say what had happened to the Chief Officer's log-book. It might have been taken when the ship was captured. The ship, he added, was taken over by him on August 3rd at Tsingtau. The previous master was a Captain Lennox, who was a British subject. On the same date the Chief Officer, Second Officer and Chief Engineer of the *Hanametal* were changed. The former Chief Officer was an American. The new Chief Officer was a German. The old Second Officer was a British subject, and the new one a German. The old Chief Engineer was a Norwegian. The Second Engineer, who was a Chinese, he received his orders to take over the vessel from Mr. Katz, and partly from his agents. He sailed from Tsingtau the day following the change of officers; his destination on the 4th August being Chefoo. No cargo was taken, and on the 5th he arrived at Chefoo. The ship remained there that night and part of the next day, and then left for Tsingtau. Tsingtau was reached on the 7th August, but apart from some Chinese coolies no passengers were taken, no Europeans passed on board besides the officers. On both the voyages Tsingtau to Chefoo and vice-versa he passed, naturally, quite close to Weihaiwei, but did not see anything of the British China Seas Squadron. The *Hanametal* left Tsingtau again on August 9th, this time sailing for Shanghai, having no passengers or cargo; and Mr. Katz arrived in Shanghai a few days after witness arrived on August 12th. She left Shanghai about seven days later, and again went as an empty vessel to Tsingtau. This was the voyage on which he was captured.

What were you doing at Shanghai all that time?—I was merely waiting for orders, and also to discharge a refrigerating machine, which had been on the ship for some months, and thus avoid any risk of capture.

What do you mean?—Mr. Katz was of the opinion that if the ship was captured, the refrigerating machine would be taken as contraband.

And what else did you do in Shanghai?—Nothing, just tied up.

Be careful now, what did you do with the cargo?—We had no cargo.

Did you not take on some coal at Shanghai and discharge it again?—No, I did not.

Are you sure?—Yes, I only took on some small cargo of paint.

Pressed on this point the master denied that he loaded or unloaded coal at Shanghai, or that he loaded or unloaded "another cargo." When Mr. Katz told him to go to Tsingtau he said it was for the purpose of taking away refugees. He did not know from whom Mr. Katz got his orders or who was going to pay him. The *Hanametal* was stopped first by the *Clio* on the night he came out of the Yangtze, and on the evening of the 21st he was stopped by the *Triumph*, as he was making his way to Tsingtau. At the time he was captured he saw two ships, the *Triumph* and the *Mekong*. The *Triumph* was flying the British colours when he first saw her.

The Attorney-General—Are you sure, because this is somewhat serious; did not the colours she was flying look like German colours to you?—No, I saw they were British colours, though when I first saw the ship I was not quite sure whether they were British or Japanese colours.

And you were anxious to know?—Yes, it was interesting to me because we had been stopped by the *Clio* before and were allowed to go, and if it was a British ship we thought we should have no trouble.

Witness added that when he saw the two vessels he took his course toward them because he saw that they were making straight for him. The two vessels had a signal flying and he wanted to make it out. The signal was "stop at once." He came up within a mile and a half of the two vessels ten minutes after he had altered his course. A shot was then fired and he ordered his engines to stop.

You did not discuss whether the *Triumph* might be a German ship?—No, because she only had two funnels.

Was the *Hanametal* in the habit of going up and down to Tsingtau without a cargo?—Not before this time.

The official log-book was put in and here was found an entry showing that the *Hanametal* was taken over by witness from Captain Lennox on August 5th, a day after the declaration of war.

It is not true that you altered your course towards the *Triumph* because she was flying a German flag?—No, I could see she was a foreign war vessel.

And you took on no coal at Shanghai?—No.

At this point the Hon. Attorney-General said that he was obtaining an affidavit from the Captain of the *Triumph*, and pending the receipt of that he would refer

to the facts known, and also hint at what would appear in the affidavit.

The Attorney-General then spoke with regard to the facts which, he said, could be inferred from the evidence, and taken in conjunction with affidavits, including the affidavit of the Captain of the *Triumph*. A day after the outbreak of war, the *Hanametal* had all its British and American officers removed and German officers took their places. That of course might be perfectly consistent with innocent neutrality, but, taken with the other facts, his suggestion was that it indicated that the German Government were taking control and possession of the ship, and that the ship was acting to their orders. Apparently, the Second Engineer was not changed because he was not a British subject. On the next day the ship, with all the German officers on board, sailed to Chefoo, passed the British naval station at Weihaiwei, and then came back again, once more passing the naval station. The ship carried no cargo either way, and no passengers, beyond a few Chinese coolies, and this hardly justified taking the ship out. The next day the ship set out again. With regard to the first fact, the passing of the ship past Weihaiwei, it might have been very important to the German Government, just after the outbreak of war, to know what was happening at Weihaiwei and what ships were lying there.

The Chief Justice—Is it alleged whether she was or was not carrying wireless?

The Attorney-General replied that nothing had developed on that point, and went on to say that he suggested that one very likely explanation of the voyage was that the *Hanametal* was reconnoitring for scouting purposes; and inferences of that kind had been drawn in Prize cases, not in their own Courts but in other countries. On August 7th, the ship again left, again with no cargo and no passengers.

Mr. Potter contended that the point of scouting raised by the Hon. Attorney-General should have been put to the Master. He should have been asked what he was going on the journey for. It was for the learned Attorney-General to establish his suggestion.

The Chief Justice also expressed the opinion that the point should have been put to the witness. If the Attorney-General was going to make that point they would have to have the Master back.

The Attorney-General promised to again question the Master on the point, and went on to refer to the ship's prolonged stay at Shanghai. Such a stay, which according to the Master was occupied in "doing nothing," might have been very useful, because the Master would be able to obtain a lot of information which he would not be able to secure elsewhere.

The Chief Justice—You should also have put that point to the witness.

The Attorney-General remarked that no doubt his Lordship would put that question to him when he was recalled.

Mr. Potter explained that he would be placed at a great disadvantage by the suggestions of the Attorney-General. He had had no notice of the intention of the Crown to make the suggestions which had been made.

The Attorney-General said the points would be dealt with when the Master was recalled. He then referred to the taking away of refugees from Tsingtau by the *Hanametal*, and added that on August 21st the vessel was met by the *Triumph* and the *Mekong*. In the affidavit of the Captain of the *Triumph*, which he proposed to file, the Captain would say that he was flying no colours when the *Hanametal* was first sighted. Then he hoisted the German colours, as he was entitled to do, and the *Hanametal* immediately altered her course and came towards him. That was a very significant point.

The Chief Justice remarked that no doubt the Master of the *Hanametal* was a Naval Reserve man, and he did not think that he would mistake the *Triumph* for a German vessel.

Mr. Potter—What he said was that he saw two funnels and there was no German ship like that out here.

The Attorney-General—German ships are very good at disguising themselves. (Laughter.)

Mr. Potter—Yes, but not by taking away their funnels.

The Attorney-General added that the fact that the Master altered his course when the German colours were hoisted had to be explained. There was no doubt that the ship was employed by the German Government to take the refugees from Tsingtau, and he submitted that the ship was liable to be condemned on four grounds. The first was that there was a deficiency in the proper ship's documents, for the official log-book had not been found. The one produced was only roughly kept in pencil and was obviously not official.

The Chief Justice—That is a point I should like to put to the Master.

The Attorney-General proceeded that his second ground for condemnation was that the ship was on a voyage undertaken in order to perform unneutral service; at any rate to take out of a place, which would inevitably be besieged and blockaded, a number of non-combatants, whose departure from the place would enable the defence of such a place to be prolonged. It was quite clear that if the women and children and non-combatants generally were removed from a town which was to be besieged, there would be less pressure brought to bear on the authorities to surrender.

The Chief Justice—I suppose that at this time there was a good deal of running in and out of Tsingtau?

Mr. Potter—Yes, by ships as well as by the railway.

The Attorney-General quoted authorities on the question of the rights of a besieging force with regard to the allowing of non-combatants to go out of a town, and then came to his third point, that of reconnoitring for information, and said that he would deal more fully with this when the Master was recalled. His fourth ground for condemnation was that the ship was in the enemy service, and under the control of the enemy. Several facts seemed to point to the inference that the ship was under the control of the Tsingtau authorities: within a few hours of the outbreak of war all the European officers were removed and Germans put in their places. As to the question of costs and damages it appeared that no costs or damages could

be given to the claimants if the ship were condemned, yet on the other hand the expenses of the Crown could be allowed, and in no case had the Courts decreed that any costs for damages could be charged on the Crown. As to the claim by the mortgagees, the Prize Court had no power, or at least his Lordship had no power, to inquire into the claim by a mortgagee, that had been decided at Home. Mortgagees must rely on the clemency of the Crown if the ship were condemned.

The Chief Justice asked if the mortgagees were a British Company? It was explained that this was so. It was a Hongkong Company with the head office in Shanghai, and no question had been raised as to the mortgage.

The hearing was adjourned until Tuesday morning.

THE "PAKAT." With regard to the action pending in connection with the s.s. *Pakat*, Mr. Potter asked leave to file an affidavit on behalf of the claimant for the purpose of setting out specifically the clauses in The Hague Convention, on which he intended to rely. Some suggestion had been made by the learned Judge in Chambers which led to the amendment of the claim.

The application was granted.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

Thursday, November 19th.

BEFORE THE CHIEF JUSTICE, MR. H. H. J. GOMPERTZ.

THE CATHAY TRUST.

In the matter of the Cathay Trust, Ltd., a petition was made for the reduction of capital to be effected by special resolutions which had been passed and confirmed at extraordinary general meetings of the Company held on June 20th and July 14th respectively, that to this end all inquiries and directions necessary and proper may be made and given, that a day may be fixed, and after which the Company shall be at liberty to discontinue the addition to its name of the words "and reduce," or that such other order may be made in the premises as to the Court shall seem meet.

Mr. Eldon Potter (instructed by Mr. Looker, of Messrs. Deacon, Looker, Deacon & Harston) represented the Company and read all the affidavits relative to the facts of the petition. The Hongkong and Shanghai Banking Corporation, he said, were the largest creditors, and they had no objection to the proposed reduction. The law was clear that his Lordship had power to allow the reduction asked for. The legislature was so constructed that it allowed the reduction of the share capital so long as the creditors were well protected. The capital was to be reduced to no less a sum than £30,000, by the sale of shares.

The order was granted and directions were given that the dividends on shares already sold should be secured by placing them in the bank.

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The opening cruise will take place on Saturday. The programme comprises a cruiser race over a course of six miles; a visitors' race, open to Hayward-Hays and Gael classes of the Hongkong Corinthian Y.C.; a ladies' race for boats of the Handicap Class and One Design Class of the Royal H.K.Y.C. over a distance of four miles; and a motor-boat race open to all comers. The entries in the sailing races are very numerous.

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THE above ASSOCIATION will OPEN on MONDAY, the 23rd instant, for all Transactions except in Shanghai Stocks.

EDWARD RAYMOND,
Secretary.

Hongkong, 19th November, 1914. [1370]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction (For Account of THE CONCERNED), TO-DAY (FRIDAY), the 20th November, 1914, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

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E. A. HEWITT,
Superintendent.
Hongkong, 19th November, 1914. [1]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

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Correspondence:—

British Manufacturers and the Far East.

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Another Bomb Outrage at Canton.

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Hongkong's Water Supply.

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Wireless Telegraphy in China.

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[1371]

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T. F. HOUGH,
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Hongkong, 12th November, 1914. [1347]

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NO. 5, MORRISON HILL. Immediate Possession.

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HARRY WICKING & Co.
Hongkong, 20th October, 1914. [1303]

TO LET.

NO. 5, CONDUIT ROAD—Repaired, Repainted and thoroughly Renovated. Complete installation of Electric Lights, including Fittings. Can be occupied immediately.

RICHMOND HOUSE, 11, Robinson Road—New under repair. Can be renovated and repainted to suit tenant's taste. Garden and Tennis Court.

For further particulars apply to—

H. M. H. NEMAZEE,
10, Des Vaux Road.
Hongkong, 3rd November, 1914. [1319]

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NO. 168, THE PEAK, "THE KENNELS."

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st November, 1914. [1231]

TO LET.

RAVENSHILL WEST, No. 3, Park Road, Tennis Court.

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DEACON, LOCKER, DEACON & HARTSON,
Hongkong, 20th October, 1914. [1305]

TO LET.

NOS. 19, 21, 23 and 25, SHELLEY STREET, Newly Painted and Coloured washed.

No. 19, BELLILIOS TERRACE, "KIRKENDALL" Furnished, No. 122, Plantation Road, Peak.

"BEACONFIELD," Battery Path, No. 59, THE PEAK (6 CAMERON VILLAS).

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Small Bungalow adjoining "GLENSHIEL," Barker Road, Peak.

Apply to—
LINSTEAD & DAVIS,
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Hongkong, 30th October, 1914. [1174]

FOR SALE CHEAP.

SEVERAL BAGS OF SLACK COAL. Suitable for use in Steam Launches.



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until you are worse before starting a campaign against disease. No matter how slight may be your indisposition your duty to yourself demands that immediate steps be taken to dispel it. Of course, you expect to get better and not worse, but where health is in question you are never justified in leaving anything to chance, and, as is well known, indisposition, instead of disappearing of its own sweet will, frequently develops serious disorders if neglected. Your safest course is to

TAKE BEECHAM'S PILLS

which are the World's finest household remedy for the correction of derangements of the stomach, liver, or kidneys. Slight headaches, loss of appetite, a nasty taste in the mouth and other little symptoms of that sort, are indications of digestive disorder, and may be regarded as Nature's warning of worse troubles to follow if the cause of the present ailment be not speedily removed. Don't wait until to-morrow but take Beecham's Pills

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SMALL NATIONAL FLAGS

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Hongkong, 15th October, 1914. [1914]

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Hongkong, 30th July, 1914. [1914]

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STEVEDORES, SHIP-CHANDLERS

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Telephone No. 1230.

Hongkong, 27th October, 1914. [1914]

WHAT I SAW IN BERLIN.—II.

[BY A SPECIAL REPRESENTATIVE OF "THE EVENING NEWS"]

At about nine o'clock on Sunday morning I woke up still tired after a late night in the gayest circles of Berlin. I went to one of the numerous cabarets, which are the equivalent in Berlin of the London night club. The gay life of the German capital is being carried out just as in peace time. Students, officers, viveurs, and the indispensable feminine element, among which the French was as usual much in evidence. (Dumas used to say, "Le demi-monde n'a pas de patrie"), were crowding into the large, brightly-lighted roccoco room, trying hard to dance one-steps and maxixes with the latest Paris or London swing.

I was looking at my Baedeker map and trying to find out the best way to Potsdam, where I wanted to go in the afternoon, when the waiter shouted at the door, "Ein Herr wünscht Sie zu sprechen!" I did not know who the early visitor could be so I finished dressing as quickly as possible, and went out into the corridor. A man was standing there waiting for me; he stepped in without saying a word, and when in the room, asked me where I came from and what my business was in Berlin. I showed him my passport. He said he would see to that afterwards; meanwhile he had to examine my luggage.

The man, I knew later on, was a Polish Inspector; he looked at all I had with me, and copied into a pocket-book my address and the address of my tailor, which he discovered on a small piece of white silk inside the breast pocket of one of my jackets. He then took possession of a few very innocent papers and letters, and looked underneath the lining of my hat, opened the alarm clock to see if something was concealed in the case, and was very much puzzled by a black box which he opened most carefully, with the result that he found a manicure set.

Then he asked me to follow him to the police station. A taxi was waiting, and we reached the sombre building after a long drive. There I had to undergo a second cross-examination. I was asked to give all the references I could in Berlin, and after three hours' detention, I was finally released, having promised to report myself every morning to the police-station, and not to leave the Kaiserhof Hotel without letting them know about it.

I must say that the Police Commissair behaved quite decently, and apologised for the trouble he was forced to give me. He even offered me a bad cigar and a worse cup of coffee, which I couldn't refuse, and for which I was certainly more annoyed with him than for the arrest itself.

I stepped out of the decrepit building and found myself in a narrow, tortuous street of old Berlin, without the slightest idea of the direction I had to go to reach this modern part of the city. After some wandering in narrow streets and irregular squares, which reminded me of some old Flemish town much more than of modern Berlin, I was lucky enough to find a taxi to drive to the post office. I commenced to ring up some of my old friends in Berlin. In four cases I was unlucky; three were at the front; one had gone to America last year, and though called to arms could not, or did not, trouble to come back. My fifth call was for a lieutenant friend in a cavalry regiment. I had not seen him for years. His sister answered the call, and when I asked for Otto she said, "Why don't you know he is in the hospital? He has been wounded in Belgium, and has been back over five weeks now."

IN A GERMAN HOSPITAL.

She offered to take me to see him in an hour's time, and so it was that I managed to get into a German military hospital. I lunched in a large restaurant, in which the places of the waiters called to the colours had been taken by kellerins. To judge from the food I had the cook's place must have been taken by a shoemaker. I was rather surprised to find that the hospital was a luxurious private house. I learned afterwards that the proprietor, a wealthy officer, had equipped it as an emergency nursing home for officers, and offered it to the Government. There was no difficulty in being admitted, as my friend was quite out of danger, his wounds being a light one in the face and a serious one in the knee-cap. The little white camp beds were arranged in two lines on both sides of a large sitting-room. The nurses were ladies of the best Berlin society, and seemed to add to the skill of a perfect nurse the tactful ways of a lady of quality.

After the natural surprise of my friend at our meeting in such extraordinary circumstances, he told me how he had been wounded at the very beginning of the campaign, practically without being able to do any fighting. He said that the Germans only realised that they would have to fight in Belgium when they were already on Belgian soil. The cavalry, marching in front without any artillery help, received the most serious shock. The German Government was so sure that the intimidation of Belgium would be successful that the siege guns had been sent in the direction of the French frontier.

I asked him what he thought of the position of his country at the present moment. He smiled sadly and said:

"Here, in the hospital, we only know what the newspapers say; and of course, they are very optimistic. We officers know perfectly what our forces and the forces of our enemies are. It is certain that we are going to struggle to the very last. You know how I, personally, love France; but, of course, I will go to fight again as soon as I am better—if I am ever in condition to fight."

He said this sadly, showing me his leg, which perhaps will be crippled for ever. And he concluded in French, the language we used to speak at times we both thought an officer was only a kind of sportsman who wore a uniform. "Enfin même si l'est un suicide il faut l'faire et on va

WM. POWELL, LTD.

TELEPHONE 346.

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THE NEWEST AND BEST
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TWEED AND DRESS SUITINGS.

HOMESPUN HARRIS AND DONEGAL
TWEEDS FOR SPORTS WEAR
A SPECIALITE.
SEE WINDOW.
WM. POWELL, LTD.,
HIGH-CLASS TAILORS.

"He gave me some introductions to officers still in Berlin, and we parted; our last word was an revoir."

THE UNEMPLOYED.

I devoted the rest of my afternoon to a long walk through the town. Processions of unemployed like we used to see during the great coal strike in some cities in the North of England were coming from the east part of the town. Women and children were in very large numbers, but there were also any number of men, old, crippled, or somehow unfit for military service. Unemployment is really the most striking symptom of the war in Berlin. Many manufacturers have had to stop their works owing to the lack of first material. The wool, silk, leather, and cotton industries are almost completely paralysed. Other works have been stopped because Germany cannot get any fuel. All the reserves of coal have been taken up by the Government for naval and military purposes. Also the toy, furnishing, and fancy trades have had to be completely stopped, as there are no customers for such goods.

Under the patronage of Crown Princess Cecilie, who, by the way, is very popular during this war, a movement has been started to assist the unemployed. But the crowd of out-of-work seems to increase daily, and the twenty thousand free dinners given away every afternoon by the relief committee don't seem enough for the innocent victims of the war.

Down the endless Friedrichstrasse I see a Company of a few hundred boys still in civilian clothes, marching stiffly, and trying to keep the compass-like Prussian step. Officers and sergeants in uniform are with them. Some of the recruits don't look more than fifteen or sixteen. Most of them, with large gold or tortoiseshell spectacles, represent the classical type of the German Gymnasium and Lyceum. The crowd cheered as stiff as possible, without even turning their eyes to the people in the street. An old man explained to me that they are boys a few months short of seventeen, who want to be perfectly ready when, in February, they will be accepted in the army as volunteers. There are apparently over fifty thousand boys of this class, who intend to volunteer as soon as the military authorities will allow them to do so.

MOURNING EVERYWHERE.

To get out of the Sunday crowd I walk along the Spree. Here is one of the largest barracks in Berlin. I wonder how many men of the Kaiser Alexander Garde Grenadiers will come back to their beautiful home. It seems to have been one of the regiments most terribly cut up in France lately.

On a large poster at the corner of Ebertsbrücke, amongst many "affiches" of music-halls, boat-polish and tooth paste, I read the announcement of a special service and sermon at the cathedral at five o'clock.

I walk down to the Lustgarten, just in time for the service. The large church is full of people. The crowd of over two thousand perhaps is chiefly composed of women and old men. I notice that an extraordinary number are in mourning. The dark crowd contrasts curiously with the aggressive bright gold of the dome lighted by a number of electric lamps.

The minister commences his sermon. As I am right at the back of the church, I miss at first most of his words, but little by little, I begin to understand better.

"We don't know how many of our sons have lost their lives up to now," he says, "but be sure that they have found the way which leads straight to eternal happiness. He who dies in war for his country and for the Kaiser is certain of the sight of God. The Lord has put a sword in the hands of our Kaiser. He knows where and how to strike in this war. Glory on our sons who have died; they died like heroes, all of them and every mother, every sister, every wife, must be proud to have lost the man they love in such a noble way. Be sure that our soldiers have never done anything less than noble. They are fighting in a treacherous country, but they are fighting for a right, holy cause, and they are bound to win."

I feel like shouting at him, "Molner, Rheims, Louvain, Termonde! What do you say of those? Is that the way the favorites of God should fight? Is that the way to fight for civilization? I cannot stand it any more, and I walk out. In front of me is the Schloss-Brücke, with huge groups illustrating the education, life, and glorification of the warrior. This is one of the many proofs of how Germany has been preparing for war her children for generations and generations. I think of the sentence, "The war into which we have been driven." I have just heard from the priest's lips, and I wonder if that man of God, in the House of God, has been lying, knowing that he did so, or if he, too, is simply consumed utterly by the mad wave of military exultation which seemed to have covered the whole of Germany."

OXFORD LOCAL EXAMINATIONS.

RESULTS AT LOCAL SCHOOLS.

The following are the detailed results of the Oxford Local Examinations:—

SENIOR HONOURS, THIRD CLASS.
Diocesan Boys' School:—A. Rowan.
St. Joseph's College:—Cheung Lam.
St. Stephen's College:—Kuo Piao, Man Sai Tye.

SENIOR PASSES.
Diocesan Boys' School:—Chan Chun Him, Fok Nai Hung, Leung Ping Sun, Li Man Kwong, Mak Hui Tai, E. Pasco, Wong Pak Tung, Chau Kwong Huen.
Diocesan Girls' School:—A. Evans.
St. Joseph's College:—F. Bunje, J. J. S. Landolt, H. Rumjahn.
St. Paul's College:—Li Kai Tsung, M. Tsung Cheong, Tso See Kai.
St. Stephen's College:—Chan Ying Cheung, Lam Kok Chow, Wan Ying Shing, Wong Kam Yuen.

St. Stephen's Girls' College:—Liang Yat Kwan, Yang Hui Wan.
JUNIOR HONOURS, THIRD CLASS.
St. Joseph's College:—Lau Chung.
St. Paul's College:—Ip Kam Wa, Li Kai Fong, Ng Ka Kun.

JUNIOR PASSES.
Belilios Public School:—F. Chenailloy, L. E. Chenailloy, M. I. Xavier.
Diocesan Boys' School:—Chau Wai Fuk, Fung Shing Tsung, A. Jacobson, A. Kew, Leung Yung, Leung Yu Ki, E. Manning, W. H. Peters, B. C. Randall, G. E. Rowan, Sin Fok Chuen, W. Thomas, G. H. White, Chan Yan Kwong, Mak Kam Tai, Ng Kien Pak.
Diocesan Girls' School:—K. Gourdin.
French Convent:—V. M. Danenberg, S. E. Xavier, A. L. Lepaththak.
Italian Convent:—C. M. Osmund.
St. Joseph's College:—F. H. Carvalho, Chan Yat Fook, J. H. David, E. J. Edge, W. A. Hyder, A. E. Lambiot, Ng Shing Cheung, L. A. Osmund, J. P. V. Remedios, H. J. Silva, A. Chandel, Lau Tak Wang, W. M. Mehali, A. W. Roza.
St. Paul's College:—Fung Tung Hong, Li Chi Wai, Tang Wai Chun, Wong Tai On, Chan Hing Wa, Wong Po Man.
St. Stephen's College:—Chau Kuo Liang, Chau Yin Niu, Fook Ping Kwong, Liang Kwong Kwong, Wong Wai Hoo.

PRELIMINARY HONOURS, SECOND CLASS.
Diocesan Boys' School:—Leung Chi Ling.
THIRD CLASS.
Diocesan Boys' School:—Hung Wai Sang, Wong Ka Tsun.
St. Joseph's College:—Lau Yat Chat.

PRELIMINARY PASSES.
Belilios Public School:—J. Awhce, Kwan Wai Hing, E. Osmund, G. Pina, To Kwan Fong, Yuen Mak Ying, Poon San Han.
Diocesan Boys' School:—V. Boissiere, P. Brown, J. Gonzales, G. Kelly, G. Kew, Lui Sun Uo, C. Onslow, A. Samy, Chai Sui Woo, W. Fox, Fung Shin Uo, Ho Chee Kin, Lai Nang Chip, Lai Nang Cheung, Leung Hoi Hung, Li Chung Chi, Wook Pak Ming, Yeung Kam Chau, E. Gifford, Kwok Lui Ho, Lo Po Ching.
Diocesan Girls' School:—M. A. Bruhn, D. Gittens, L. H. Price, H. Evans, A. Garth.
Ellis Kadoorie College:—Wong Ki, Li Kai Fai, Wong Nam Man, Wu Ho.
French Convent:—L. Brinton, F. Neves.
Italian Convent:—E. M. Calvo, M. M. Coelho, A. M. Danenberg, E. M. Leitao.
Kowloon British School:—C. O. Frost.
St. Joseph's College:—A. J. Braga, Cheung Lun, A. O. Madar, J. H. O'Brien, E. M. Alarackia, L. G. Rozario.



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AMERICAN AND
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SUCCESSES.

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[1914-2]

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GRAVING DOCK—787' by 85' by 34' 6"

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THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing

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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

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PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

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MOTOR VESSELS, LIGHT DRAFT CABLES, GUNBOATS, LAUNCHES,

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MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

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[1914]

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ORDER BY MAJOR WAREMAN, COMMANDING.

H.K.V.R.

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will parade on the Cricket Ground on

Friday, the 27th inst., at 5.15 p.m.

Dress:—Drill Order.

N. C. Os. will parade on the Cricket

Ground on Tuesday, the 24th inst., at

5.15 p.m.

Recruits' Parade as ordered.

L. G. BIRD, Captain.

Adjutant, H.K.V.R.

HONGKONG VOLUNTEER CORPS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

UNIFORM.

1.—Caps will be worn at morning and

afternoon parades.

MUSKETRY, KING'S PARK, HONGKONG.

3.—Saturday, 21st 2.00 p.m. Recruits,

Right Section M. G. Co.

Sunday, 22nd, 9.00 a.m. Recruits,

Scout Company.

Of Companies will detail an

Officer and 15 N. C. Os. to assist in

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DETAIL.

To furnish Guard to-night: Left

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Orderly Sergeant to-night: Sergt.

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SHIPPING

ARRIVALS.

OSAKA, British str., 1,205, Morse, 16th November—Bangkok 11th November, Rice—Butterfield & Swire.
 OREAN, British str., 1,355, Lloyd Jones, 18th November—Shanghai 15th November, General—Butterfield & Swire.
 ORIENTAL, British str., 3,094, A. L. Valentin, 19th November—Bombay 15th November, General—P. & O. S. N. Co.
 DERWENT, British str., 1,502, Jenkins, 18th November—Saigon 14th November, Rice and Meal—Chinese.
 DEUFAR, Norwegian str., 1,102, J. Bing, 18th November—Bangkok 7th November, Rice—Thoresen & Co.
 HITACHI MARU, Japanese str., 4,301, T. Satow, 19th November—Nagasaki 15th November, General—Nippon Yusen Kaisha.
 HONG MOU, British str., 2,555, Thebaud, 19th November—Singapore 12th November—Chinese.
 KAITO MARU, Japanese str., 1,002, Yamamoto, 19th November—Swatow 18th November, General—Osaka Shosen Kaisha.
 RUBI, American str., 1,408, Miller, 19th November—Saigon 15th November, Rice—Shewan, Tomes & Co.
 SEATTLE MARU, Japanese str., 3,832, P. Saitow, 19th November—Shanghai 16th November, General—Osaka Shosen Kaisha.
 SELVU, Norwegian str., 895, Havbrender, 19th November—Bangkok 10th November, Rice—Thoresen & Co.
 TANGO MARU, Japanese str., 4,630, K. Soyeda, 19th November—Melbourne, General—Nippon Yusen Kaisha.
 TAYO MARU, Japanese str., 1,935, T. Fumoto, 19th November—Chingwan-tao 19th November, Coal—Mitsui Bussan Kaisha.
 WOSANG, British str., 1,127, Smith, 18th November—Shanghai 15th November, General—Jardine, Matheson & Co.

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THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS. THE Steamship

"NUBIA"
 Captain A. B. Garwood, R.N.E., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, COLOMBO, SUEZ, PORT SAID, and other ports, on TUESDAY, 24th November, 1914, at 10 A.M. Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. MEDINA from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. PERSEA, due in London on the 1st January, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 17th November, 1914. [1]

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Captain Mouton, will be despatched for MARSEILLES, without transshipment, on TUESDAY, 1st December, at 1 P.M.

Ports of Call: SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUEZ, PORT SAID.

P. THOMAS, Agent.

Hongkong, 19th November, 1914. [2]

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For freight, etc., apply to: THE BANK LINE, LTD., General Agents.

Hongkong, 19th November, 1914. [1350]

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SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	NUBIA	Brit. str.	—	A. B. Garwood, R.N.E.	P. & O. S. N. Co.	To-morrow, at Daylight.
LONDON & HULL	NEWLON	Brit. str.	—	J. Gaunt, R.N.E.	P. & O. S. N. Co.	About 25th inst.
MARSEILLES VIA PORTS	MERIONETHSHIRE	Brit. str.	—	Monnet	JARDINE, MATHESON & Co., Ltd.	On 20th Dec.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	AUSTRALIAN	Brit. str.	—	Teranga	NISSAGHRIE MARITIMES	On 1st Dec., at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	MITAZAKI MARU	Jap. str.	—	H. W. L. Holman	NISSAGHRIE MARITIMES	On 2nd Dec., at 10 A.M.
VICTORIA, B.C. & SEATTLE VIA KUELUNG & JAPAN	GLINROY	Brit. str.	—	T. Saito	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
VICTORIA, B.C. & SEATTLE VIA KUELUNG & JAPAN	SEATTLE MARU	Jap. str.	—	Komatsu	OSAKA SHOSHEN KAISHA	On 26th inst., at 3 P.M.
VICTORIA, B.C. & SEATTLE VIA KUELUNG & JAPAN	YOKOHAMA MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSHEN KAISHA	On 1st Dec., at Noon.
BOSTON & NEW YORK VIA SUEZ CANAL	MEXICO MARU	Jap. str.	—	Henderson	THE BANK LINE, LIMITED	On 9th Dec., at 3 P.M.
SAN FRANCISCO VIA SINGAPORE & JAPAN, &c.	CITY OF BRISTOL	Brit. str.	—	Emery Rice	PACIFIC MAIL S.S. CO.	On 11th Dec.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	MONGOLIA	Am. str.	—	Ohkuma	PACIFIC MAIL S.S. CO.	On 1st Dec., at 1 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	SHINTO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 8th Dec.
MEXICAN, PANAMA & CHILE PORTS VIA JAPAN	PRESEA	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 16th Dec., at Noon.
AUSTRALIAN PORTS VIA MANILA	ANYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	Quick despatch.
AUSTRALIAN PORTS	ITACHI MARU	Jap. str.	—	—	NISSAGHRIE MARITIMES	To-morrow, at 10 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	ST. ANDREAS	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 23rd Dec., at 11 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	GUJARAT	Brit. str.	—	—	THE BANK LINE, LIMITED	On 25th inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	TIPODAS	Brit. str.	—	—	JATA-CHINA-JAPAN LINE	Quick despatch.
Kobe & Yokohama	KITANO MARU	Jap. str.	—	—	NISSAGHRIE MARITIMES	On 24th inst., at D'light.
NAGASAKI, Kobe & Yokohama	TANGO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
TIENSIN & SHANGHAI	LIENSHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst., at D'light.
WEIHAIWEI & TIENSIN	HUIBOH	Brit. str.	1 m.	Shane	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	CHENAN	Brit. str.	1 m.	Lloyd Jones	BUTTERFIELD & SWIRE	On 22nd inst., at D'light.
SHANGHAI	YUSANG	Brit. str.	—	N. B. Bennett	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
SHANGHAI	ANHUI	Brit. str.	1 m.	Redy	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
SHANGHAI	WOSANG	Brit. str.	—	J. M. Smith	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at D'light.
SHANGHAI, MOJI, Kobe & Yokohama	YATSHING	Brit. str.	—	L. Jones	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at D'light.
SHANGHAI, MOJI, Kobe & Yokohama	NAGASAKI	Brit. str.	—	W. McClure	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at D'light.
SHANGHAI & Kobe	KAWACHI MARU	Jap. str.	—	Gibby	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at D'light.
SHANGHAI & Kobe	RANGON MARU	Jap. str.	—	Nakamura	NISSAGHRIE MARITIMES	On 29th inst., at 4 P.M.
SHANGHAI, Kobe & Yokohama	PAUL LECAT	Frech. str.	—	H. Nomura	NISSAGHRIE MARITIMES	On 30th inst.
SHANGHAI	MAITA	Brit. str.	—	Lancelle	OSAKA SHOSHEN KAISHA	About 1st Dec.
SHANGHAI, MOJI, Kobe & Yokohama	NILE	Brit. str.	—	G. W. Cockman, R.N.E.	P. & O. S. N. Co.	About 3rd Dec.
SHANGHAI	TIPODAS	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 27th Dec.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	JATA-CHINA-JAPAN LINE	Quick despatch.
AMOY & TAKAO VIA SWATOW & AMOY	SOSUO MARU	Jap. str.	—	K. Hattori	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
TAMUO VIA SWATOW & AMOY	DAIGO MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSHEN KAISHA	On 25th inst., at 8 A.M.
SWATOW	HAITANG	Brit. str.	2 h.	A. H. Hodgins	DOUGLAS LAFRAIK & Co.	On 22nd inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 24th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	LOOCHING	Brit. str.	2 h.	W. G. C. Pasmore	DOUGLAS LAFRAIK & Co.	On 27th inst., at 1 P.M.
MANILA	LOOCHING	Brit. str.	—	Sidford & Swire	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 3 P.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Tough	JARDINE, MATHESON & Co.	On 28th inst., at 3 P.M.
MANILA, CEBU & ILOILO	FUYNSANG	Brit. str.	—	Finlayson	BUTTERFIELD & SWIRE	On 1st Dec., at 4 P.M.
MANILA, CEBU & ILOILO	CHINWA	Brit. str.	1 m.	—	JATA-CHINA-JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TIPIANAS	Brit. str.	—	—	NISSAGHRIE MARITIMES	On 23rd inst.
BOMBAY VIA SINGAPORE & COLOMBO	COLOMBO MARU	Jap. str.	—	Sakamoto	OSAKA SHOSHEN KAISHA	On 6th Dec., A.M.
BOMBAY VIA SINGAPORE, PENANG, RANGOON & COLOMBO	CEYLON MARU	Jap. str.	—	T. Yamaguchi	NISSAGHRIE MARITIMES	On 23rd inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	FOYSENG	Brit. str.	—	Naguchi	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 3 P.M.
SANDAKAN	MAUSANG	Brit. str.	—	E. A. Matthews	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 3 P.M.
HOIHOW, PAKHOT & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	To-morrow, at 11 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER

To L'POOL

FROM L'POOL

FROM VANCOUVER

STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.

STEAMERS	Meals and Sleeping	Car Berth across	Canada &c additional
EMPRESS OF RUSSIA	£71 10	£71 10	—
EMPRESS OF ASIA	£65	£65	—
EMPRESS OF INDIA	£43	£45	—
EMPRESS OF JAPAN	—	—	—
MONTEAGLE	—	—	—

Hour of Departure—All Steamers sail from Hongkong at Noon.
 Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. CO. or TOYO KISEN KAISHA.
 SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
 ABOUT THE WORLD RATES in connection with SUEZ MAIL LINES OF TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,855, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Saloon, Rooms with Bath, Single Berth Room, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. ORADDOCK,

GENERAL TRAFFIC AGENT, Corner Foller Street and Praya

WEATHER REPORT.

On the 19th at 11.30 a.m.—Pressure has decreased sharply at Vothirook and moderately at the Bonin Islands. Moderate increases have occurred over the S.E. coast of China and the Loochoos; other changes are slight.

The anti-cyclone has moved eastwards into the Pacific, and the relatively low area to the S.E. of Loochoos yesterday is shown as a depression to the north of the Bonins.

A new anti-cyclone area is probably developing over N. China and the monsoon will freshen over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.06 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISPATCH.

FORECAST.

Hongkong & Neighbourhood E. and N.E. winds, moderate to fresh; fair to cloudy.

Formosa Channel N.E. winds, freshening.

South coast of China between Hongkong and Lamooka The same as No. 1.

South coast of China between Hongkong and Hainan The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 19th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.02	30.05	30.00
Temperature	73	70	73
Humidity	70	83	76
Wind Direction	East	ENE	East
Force	3	3	4
Weather	0	0	0
Rain	0	0	0

Highest open air Temperature on 18th = 74

Lowest open air Temperature on 18th = 69

HONGKONG TIDE TABLE.

From 20th to 25th November, 1914.

Day of Month	Date	HIGH WATER		LOW WATER	
		H'kong Mean Time	Height	H'kong Mean Time	Height
Fri.	20	h. m.	ft. in.	h. m.	ft. in.
Satur.	21	10 16 a	4 8	5 18	0 7
Sun.	22	10 16 a	4 8	5 18	0 7
Mon.	23	10 16 a	4 8	5 18	0 7
Tue.	24	No infer.	high	low	water
Wed.	25	No infer.	high	low	water
Thurs.	26	6 55 a	5 2	9 38 a	4 9
		6 14 a	5 6	11 28 a	4 4

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"NAGAYA"

Arrived Hongkong on 17th Nov., 1914.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained at the Godown at once.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

E. A. HEWITT, Superintendent.

Hongkong, 17th November, 1914. [1]

SHIPPING REPORTS.

The British str. *Oriental* reports: Fine N.E. monsoon.

The British str. *Hong Moh* reports: Strong N.E. monsoon and rough sea.

The British str. *Changchow* reports: Moderate N.E. monsoon, fine weather generally.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Saturday, 21st Nov., 3 P.M.
TIENSIN VIA SHANGHAI	"LIENSHING"	Sunday, 22nd Nov., D'light.
SHANGHAI	"YUSANG"	Tuesday, 24th Nov., Noon.
SHANGHAI, MOJI, Kobe & Yokohama	"YATSHING"	Wednesday, 25th Nov., D'light.
SHANGHAI	"WOSANG"	Thursday, 26th Nov., D'light.
SHANGHAI	"TAKSANG"	Friday, 27th Nov., D'light.
SANDAKAN	"MAUSANG"	Friday, 27th Nov., 3 P.M.
SHANGHAI, MOJI and Kobe	"NAMSANG"	Saturday, 28th Nov., D'light.
MANILA	"YUNESANG"	Saturday, 28th Nov., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOKSANG"	Saturday, 28th Nov., 3 P.M.

The Steamers "KUTSANG", "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING", "KUTSANG", and "YUNESANG" and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with electric light.

Taking Cargo on through Bills of Lading to Yantiao, Chefoo, Tientsin, Dairen, W'wai, N'owang, etc. Taking Cargo on Through Bills of Lading to Kuda,

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	NUBIA	21st Nov.	See Special Advertisement
LONDON AND GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NELLORE	About 25th Nov.	Freight and Passage.
SHANGHAI	MALTA	About 3rd Dec.	Freight and Passage.
SHANGHAI, KOBE, and YOKOHAMA	NILE	About 27th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th November, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG, PAKHOI and HAIPHONG	"SUNGKIANG"	On 21st Nov., 11 A.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 21st Nov., Noon.
SHANGHAI	"CHENAN"	On 22nd Nov., D'light
MANILA, CEBU and ILOILO	"TEAN"	On 24th Nov., 4 P.M.
SHANGHAI	"ANHUI"	On 24th Nov., 4 P.M.
MANILA, CEBU and ILOILO	"CHINEUA"	On 1st Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amiships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th November, 1914

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS

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DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	SATURDAY, 21st Nov., at 3 P.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 24th Nov., at 1 P.M.
"HAIYANG"	Capt. W. C. Passmore	FRIDAY, 27th Nov., at 1 P.M.

This Steamer will not call at Swatow.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. E. Stewart	SUNDAY, 22nd Nov., at 10 A.M.
"HAIMUN"	Capt. A. E. Stewart	WEDNESDAY, 25th Nov., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 19th November, 1914.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	29th Nov.	On 25th Dec., 11 A.M.
ALDENHAM	2nd Dec.	On 29th Jan., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
NIPPON MARU	11,000—18 knots from Kobe	1st Dec.
SHINYO MARU	22,000—21 knots	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
TENYO MARU	22,000—21 knots	TUES., 26th Jan.

FIRST CLASS TO LONDON	\$71.10	RETURN (6 MONTHS)	\$120.
FIRST CLASS TO NEW YORK	\$60.		\$96.10.
" " " SAN FRANCISCO	\$45.		\$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO. SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,

King's Building.

TELEPHONE 291.

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MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

For	STEAMERS	To SAIL
SHANGHAI, KOBE and YOKOHAMA	PAUL LECAT	On or about 1st Decemb.
YOKOHAMA	HOMEWARD	
MARSEILLES VIA PORTS	AUSTRALIEN	On 1st December, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA. Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE. In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

For VICTORIA and TACOMA via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 25th Nov., at 3 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 9th Dec., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	SUNDAY, 6th Dec., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	I. Yamamoto	SATURDAY, 21st Nov., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	SUNDAY, 22nd Nov., at 10 A.M.
"DAIJIN MARU"	K. Murakami	SUNDAY, 29th Nov., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	WEDNESDAY, 25th Nov., at 8 A.M.

These Steamers of Coast and Fumosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,
Second Floor, No. 1, Queen's Building.

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PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	MIYAZAKI MARU	15,000	WEDNESDAY, 2nd Dec., at 10 A.M.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU	15,000	WEDNESDAY, 23rd Dec., at 10 A.M.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU	12,500	TUESDAY, 1st Dec., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AWA MARU	12,500	TUESDAY, 15th Dec., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	HITACHI MARU	13,500	SATURDAY, 21st Nov., at 10 A.M.
BOMBAY VIA SINGAPORE, and COLOMBO	TANGO MARU	13,500	WEDNESDAY, 16th Dec., at Noon.
SHANGHAI and KOBE	CEYLON MARU	10,000	MONDAY, 23rd Nov.
SHANGHAI and KOBE	COLOMBO MARU	8,800	MONDAY, 23rd Nov.
NAGASAKI, KOBE and YOKOHAMA	KAWACHI MARU	12,500	SUNDAY, 29th Nov.
KOBE and YOKOHAMA	RANGOON MARU	7,000	MONDAY, 30th Nov.
	TANGO MARU	12,500	FRIDAY, 20th Nov., at Noon.
	KITANO MARU	16,000	TUESDAY, 24th Nov., at D'light

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

Steamers	Displacement	Leave Hongkong.
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000	11th Feb.
KASHIMA	20,000	25th Feb.
MISHIMA	16,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKA	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	3rd June.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong.
AKI MARU	12,500 Tons	Tues., 26th Jan.
AKO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[8-9-10]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
YOKOHAMA	COLOMBO	6 p.m.	D'light			
Nov. 9	NUBIA	Nov. 16	Nov. 21	MEDINA	Dec. 18	Dec. 24
Dec. 7	ORIENTAL	Dec. 14	Dec. 19	MONGOLIA	Jan. 1	Jan. 7
Dec. 20	MALTA	Dec. 27	Jan. 1	MALWA	Jan. 15	Jan. 21
	NAGOYA	Dec. 28	Jan. 2	MOKEA	Jan. 28	Feb. 4
	ARCADIA	Jan. 12	Jan. 16	MALOJA	Feb. 12	Feb. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at MARSEILLES, Plymouth and London. These vessels will now arrive in MARSEILLES in Friday, and London on the following Friday. Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and MARSEILLES are as follows:—

	LONDON	Return
1st Saloon	Accommodation Single	\$65.
2nd Saloon	" " " "	\$59.
3rd Saloon	" " " "	\$44.
4th Saloon	" " " "	\$40.

MARSEILLES

	LONDON	Return
1st Saloon	Accommodation Single	\$61.
2nd Saloon	" " " "	\$55.
3rd Saloon	" " " "	\$42.
4th Saloon	" " " "	\$38.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave Y'YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'FORE	Due at MARSEILLES	Due at LONDON
NELLORE	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
NAGYA	Dec. 20	Dec. 28	Jan. 1	Jan. 7	Feb. 2	Feb. 13
SYRIA	Dec. 21	Dec. 31	Jan. 6	Jan. 12	Feb. 8	Feb. 17
NANKIN	Jan. 5	Jan. 15	Jan. 10	Jan. 26	Feb. 22	Mar. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon \$50 Single; \$75 Return. 2nd Saloon \$35 Single; \$52 Return

FARES TO MARSEILLES:

1st Saloon \$46 Single; 2nd Saloon \$33 Single

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE

The New Year Parcel Mail will be closed at Noon on Friday, the 20th inst.

Insured Parcels will only be accepted for the United Kingdom.

The Public are informed that the Christmas Mail to the United Kingdom and countries beyond will be closed at this Office at 4 p.m. on the 20th inst. via SUEZ and is due to reach London on the 25th December. Correspondence intended for this route must be so superscribed a further mail will be closed on Saturday, the 21st inst., at 4 p.m. (Registration at 3.30 p.m.) via Siberia. This Mail is due to arrive in London on or about the 24th December.

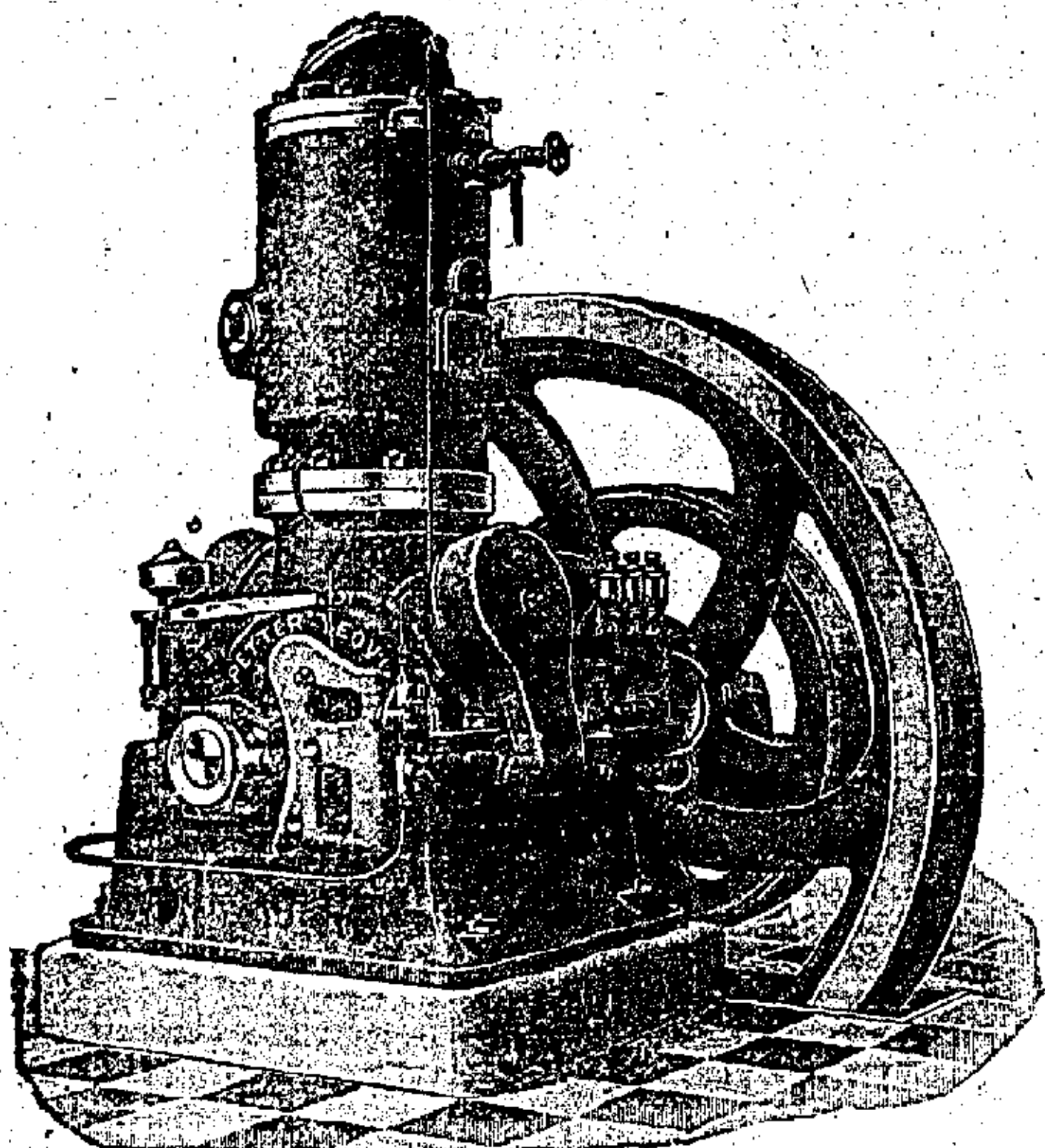
The MAIL FROM LONDON (via Siberia) of Tuesday, the 20th ult., is due to arrive here to-day.

The MAIL FROM LONDON (via Siberia), of Thursday, the 22nd ult., is due to arrive here on Sunday, the 22nd inst.

FOR	DATE
Japan via Nagasaki and Vladivostok ...	Friday, 20th, 9.00 A.M.
Japan via Nagasaki ...	Friday, 20th, 11.00 A.M.
EUROPE, INDIA via TATICORIN ...	Friday, 20th, 3.00 P.M.
Letters ...	4.00 P.M.
Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Island ...	Saturday, 21st, 9.00 A.M.
Bangkok ...	Saturday, 21st, 9.00 A.M.
Amoy ...	Saturday, 21st, 9.00 A.M.
Hokkaido, Peking and Haiphong ...	Saturday, 21st, 10.00 A.M.
Wanghai and Tientsin ...	Saturday, 21st, 11.00 A.M.
Swatow, Amoy and Foochow ...	Saturday, 21st, 11.00 A.M.
Amoy and Foochow ...	Saturday, 21st, 2.00 P.M.
Philippine Islands ...	Saturday, 21st, 2.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA) [Tientsin-Fukow Service Shanghai Brit. P.O. 8.30 p.m., Thursday, the 26th inst.]	Registration ... 3.30 P.M.
Letters ...	4.00 P.M.
Shanghai, North China and Tientsin ...	Saturday, 21st, 4.00 P.M.
Swatow ...	Sunday, 22nd, 9.00 A.M.
Swatow, Amoy and Formosa via Tamui	Sunday, 22nd, 9.00 A.M.
Straits and Java via Batavia ...	Sunday, 22nd, 9.00 A.M.
Japan via Kobe ...	Monday, 23rd, 4.00 P.M.
Shanghai and North China ...	Tuesday, 24th, 11.00 A.M.
Swatow, Amoy and Foochow ...	Tuesday, 24th, 1.00 P.M.
Philippine Islands ...	Tuesday, 24th, 3.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA) [Tientsin-Fukow Service Shanghai Brit. P.O. 11.30 a.m., Monday, 30th inst.]	Registration ... 2.30 P.M.
Letters ...	3.00 P.M.
Swatow, Amoy and Formosa via Takao and Amoy ...	Tuesday, 24th, 4.00 P.M.
Shanghai and North China ...	Tuesday, 24th, 4.00 P.M.
Swatow ...	Wednesday, 25th, NOON
Japan via Moji, Victoria, and Tacoma, and United Kingdom via Canada ...	Registration ... 1.00 P.M.
Letters ...	2.00 P.M.
Swatow, Amoy and Foochow ...	Friday, 27th, 1.00 P.M.
SHANGHAI, North China & Japan via Moji, Victoria, B.C., and Seattle ...	Tuesday, 1st, 11.00 A.M.
Philippine Islands ...	Tuesday, 1st, 3.00 P.M.

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.



SOLE AGENTS FOR
THE PETTER
PATENT
SEMI-DIESEL
CRUDE OIL
ENGINES
AND
KEROSENE
ENGINES.

We carry large stocks of
Ship and Engine Stores,
Cotton Waste, Oil, Packing,
&c.
Electrical Repairs and
Installations Undertaken;
Electro-Plating in all its
Branches.

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOKE	—	—	SHANGHAI	Second half of Nov.
TJIBODAS	—	—	JAPAN	Second half of Nov.
TJIPANAS	JAPAN	First half of Nov.	JAVA	Second half of Nov.
TJILATJAP	JAVA	Second half of Nov.	JAPAN	Second half of Nov.
TJIKINI	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJILIWONG	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJITAROEM	JAVA	First half of Dec.	—	—
TJIKEMBANG	JAVA	Second half of Dec.	SHANGHAI	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 14 Floor,
Hongkong, 12th November, 1914

Telephone No. 1574.

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PASSENGERS.

ARRIVED.
Per *Tango Maru*, from Melbourne, etc., Mr. G. de Hodebay, Mr. G. de Kasimir, Mr. and Mrs. H. P. Winslow, Master A. J. E. Winslow and nurse, Mrs. M. J. M. Cow and Mr. N. F. Wilkinson.
Per *Hilachi Maru*, from Nagasaki, etc., Miss C. Hickney, Capt. J. Clark, Mrs. R. Kiriyama and child, Mrs. T. Samu and child, Mr. and Mrs. K. Katow, Mrs. A. Melloge, Mr. T. Morita, Mr. N. Ichikawa, Mrs. S. Araki, Mrs. S. Yamamoto and infant and Mr. J. L. Bacon.
EXPECTED.
Per *Kitano Maru*, from London, etc., Mr. and Mrs. L. B. Walton, Mr. and Mrs.

Port-Hunt, Misses J. and G. Port-Hunt, Master J. Port-Hunt, Mr. S. M. Joseph, Mrs. J. A. Plummer, Mr. W. B. Rigden, Mrs. F. Smyth, Mrs. B. A. Hale, Miss Woodcock, Mr. R. Smyth, Mr. and Mrs. Boothby and two children, Mrs. S. Malkin and child, Mr. and Mrs. Pittcairn, Master W. G. Pittcairn, Master D. Campbell, Miss E. Brown, Mr. V. Goulburn, Miss S. Anderson, Miss E. Sissons, Mr. W. Farmer, Mr. and Mrs. W. G. Stevenson, Mr. G. H. Cateaux, Mr. J. Judah, Mr. A. A. Fyfe, Miss G. Cook, Mr. T. Takata, Mr. S. Yasui, Mrs. C. Speyer and child, Mr. Y. Nishi, Mr. H. Yokoyama, Mr. T. Tahara, Mr. M. Matsushita, Mr. and Mrs. C. E. Willis, Mr. C. S. Speyer and Mr. F. Metcalfe.

COMMERCIAL

CLOSING QUOTATIONS.

November 19th.

ON LONDON:—	
Telegraphic Transfer	1/8 1/2
Bank Bills, on demand	1/8 1/2
Bank Bills, at 30 days' sight	1/8 1/2
Bank Bills, at 4 months' sight	1/8 1/2
Credit, at 4 months' sight	1/8 1/2
Documentary Bills 4 months' sight	1/8 1/2
ON PARIS:—	
Bank Bills, on demand	214
Credit, at 4 months' sight	224 1/2
ON GERMANY:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	42 1/2
Credit, at 60 days' sight	nom.
ON HONGKONG:—	
Telegraphic Transfer	nom.
Bank, on demand	129 1/2
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	129 1/2
ON SHANGHAI:—	
Bank, at sight	77 1/2
Private, 30 days' sight	nom.
ON YOKOHAMA:—	
On demand	84 1/2
ON MANILA:—	
On demand—Pesos	84 1/2
ON SINGAPORE:—	
On demand	73 1/2
ON BATAVIA:—	
On demand	103 1/2
ON HAIPHONG:—	
On demand	nom.
ON SAIGON:—	
On demand	nom.
ON BANGKOK:—	
On demand	89
Sovereigns, Bank's Buying Rate	\$11.40
Gold Leaf, 100 fine, per tola	\$53.70
BAR SILVER, per oz.	22 1/2

SUBSIDIARY COINS.

Hongkong, 20 cents pieces, ..	\$17.0 discount.
Hongkong, 10 ..	\$17.35 "

TO-DAY

11 a.m.—Auction of A Large Quantity of Wines, Spirits, Liqueurs, &c., at Sales Rooms, by Messrs. Hughes & Rought.

TO-MORROW

Noon—Hongkong Jockey Club Extraordinary General Meeting.

9.15 p.m.—A. D. C. at the Theatre Royal.—"The Blue Bird."

FORTHCOMING EVENTS.

Friday, 25th Dec.—

Christmas Day.

Friday, 1st Jan.—

New Year Day.



"What's the Signal?"

"Commander asks: Have you any Felucca Cigarettes?"

FELUCCA EGYPTIAN CIGARETTES

Possess an individuality and distinction that never fails to charm.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " " " " " " " " " " " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

FRIDAY, 20TH NOVEMBER, 1914.

8 a.m. HEUNGSHAN. | 8 a.m. HONAM.

5 p.m. SUI AN. | 5 p.m. FATSHAN.

SATURDAY, 21ST NOVEMBER, 1914.

8 a.m. HONAM. | 8 a.m. HEUNGSHAN.

5 p.m. SUI AN. | 5 p.m. FATSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. | S.S. TAI SHAN, Tons 2,006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 22ND NOVEMBER, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 2 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. MANNING, 588 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or via Cebu by the Company's direct Steamers LINZAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 24th Nov. "GUJARAT" FROM COLOMBO: 17th Dec.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

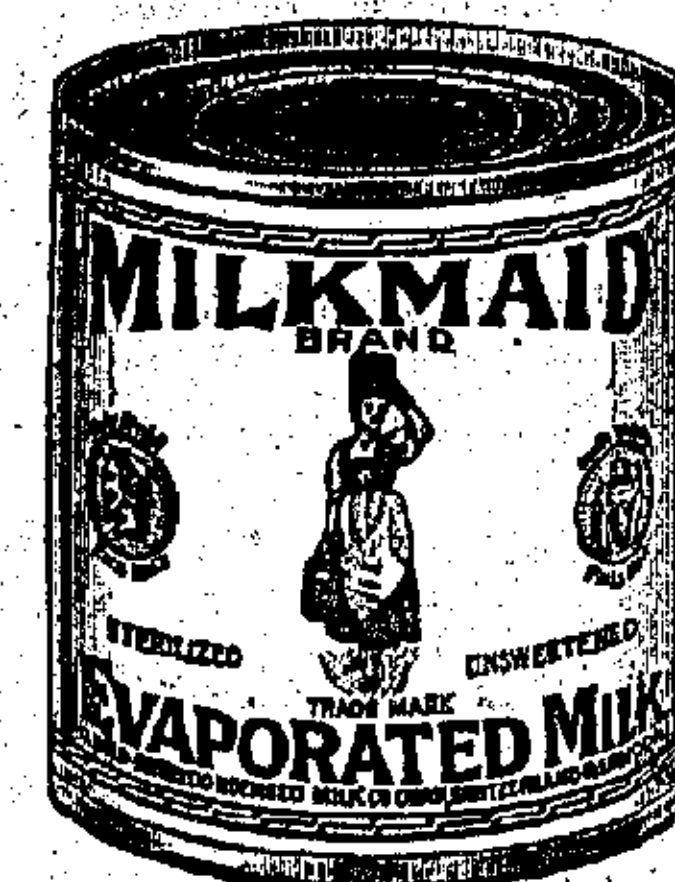
For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

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MILKMAID EVAPORATED MILK.



A FRESH CONSIGNMENT OF "ONES" AND "HALVES" SIZE TINS HAS NOW ARRIVED.

PLEASE APPLY TO THE USUAL STORES.

[1127]

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 10000 tons

PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA ... Falling TUESDAY, 1st Dec., at 1 p.m.

SIBERIA ... TUESDAY, 16th Dec., at 1 p.m.

KOREA ... TUESDAY, 22nd Dec., at 1 p.m.

SIBERIA ... TUESDAY, 28th Dec., at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morici, the world-famous chef. Large staterooms equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, table tennis, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,

KING'S BUILDINGS.

TEL. No. 141.